

ENLARGED POWERS COAL COMMISSION PURPOSE NEW BILL

Would Authorize Submission
Questionnaires Requiring
Sworn Answers.

FINE AND IMPRISONMENT

Penalties for Refusal to Answer, Or
For Giving False Information; Ac-
cess to Books and Papers to be Per-
mitted on Demand of Commission.

WASHINGTON, Jan. 30.—A bill has been favorably reported from the House Committee on Interstate Commerce the object of which is to fur- ther extend the powers of the United States Coal Commission by amending the act creating that body.

The provisions of that act by which the commission is created are re-enacted in the new bill and three new sections are added. These empower the commission and its authorized representatives to submit questionnaires to any persons, who is required to answer in writing, under oath, within the time specified by the commission or its representative. Under the new sections refusal to answer and return the questionnaire or giving of false testimony, evidence, statements and entries is made an offence for which suitable punishment is provided. In case of refusal to obey subpoena, to testify or to permit access to documentary evidence the commission is authorized to invoke the aid of the federal district courts to compel obedience.

The full text of the new sections follows:

Section 9.—The commission or any officer, employee, or agent thereof duly authorized by the commission may prepare and submit to and require to be answered by any person written ques- tions of fact concerning any of the matters which by this act the commission is empowered or directed to investigate, and such person shall thereupon answer fully and in good faith, say and all questions so propounded. Such answers shall be in writing and shall be verified by oath of each of the persons making them and shall be returned to the commission or its officer or agent within the time which the commission or any officer or agent thereof duly authorized by the commission may prescribe. The oath may be taken before any member of the commission or any officer or agent of the commission by duly authorized or before any other authorized officer or agent of the United States or the laws of the state in which verification is made, but when taken before a notary or other state officer such oath shall be certified under the hand and official seal of such officer.

Section 10.—Any person who shall wilfully neglect or refuse to attend and testify or depose, or to produce or permit access to any book, account, record, docu- ment, correspondence, paper, or to return such answers, as herein provided for, and any person who shall wilfully give false testi- mony in respect of any matter or thing under investigation by the commission, or shall wilfully make or cause to be made any any false entry or statement of fact in any written answer or report called for by the commission or any officer or agent thereof as herein provided for, and any per- son who shall wilfully make or cause to be made any false entry or statement of fact in any book, account, record, document, correspondence, paper, or other evi- dence, with intent to deceive the commission on conviction thereof shall be punished by a fine of not more than \$5,000, or by imprison- ment for not more than one year, or by both such fine and imprisonment.

Section 11.—In case of disobe-

dience to any subpoena issued by the commission or any member thereof or if refusal or neglect to testify concerning any matter or thing investigated by the com- mission, or of refusal to make written answer to any question propounded by the commission or any officer or agent thereof as herein provided for, and any per- son who shall wilfully make or cause to be made any false entry or statement of fact in any book, account, record, document, correspondence, paper, or other evi- dence, by any person, the com- mission may invoke the aid of the District Court of the United States, for the district in which such person resides, in requiring obedience to its process orders and requests; and the several District Courts of the United States are hereby invested with jurisdiction in case such contumacy or refusal to obey the process orders, and requests of the commission to issue an order requiring compliance therewith. Any failure to obey such order of the court may be punished by the court as a contempt thereof. For the purposes of this section the Supreme Court of the District of Columbia shall be considered a District Court of the United States.

Chairman Winslow of the Interstate Commerce Committee, who is sponsor of the bill, has announced his intention of calling it up in the House at an early date and will endeavor to have it passed as quickly as possible.

Car Loading Heavy.
The average loadings per car, which means the average load carried by each loaded car, was 28 tons in November, according to the operating statistics of the Interstate Commerce Commission for that month. This was either in any month last year with the exception of February, in which month the average was the

GREENE COUNTY OWNERS OF COAL APPEAL INCREASE

Coal owners in Greene county are vigorously appealing a recent shift in coal assessments that has raised valuations from 20 to 75 per cent and has increased the taxable coal values of the county by \$6,000,000. In all 502 appeals have been filed and the county courts have been called upon to settle the question. Judge G. Sloan of Clarendon county is presiding for the occasion.

A test case is being made by the Shamokin Coal Company, holding corporation for the Jones & Laughlin Steel Company. The coal company is appealing largely on the grounds that the commissioners have fixed a coal valuation by townships and borough units, rather than by location values, which represent the real worth of the coal.

The revision of the assessments as announced by the Greene county commissioners is as follows:

	Prior to	1922
Aleppo	\$ 10	\$ 25
Carlisle	350	325
Carmichaels	350	225
Center	60	100
Conemaugh	350	225
Dunkard	125	200
Franklin	120	75
Greene	275	150
Harrison	40	20
Jackson	45	20
Jefferson	80	40
Jefferson Two	350	200
Jeffersonboro	250	200
Jeffersonville	225	200
Morris	300	225
New Franklin	40	20
Mt. Morris	150	100
Perry	120	100
Springfield	35	20
Springfield Landing	20	25
Washington	125	50
Wayne	120	50
Whitfield	120	50
Wexford	120	75
Westwaynsburg	100	75
	15,596	9,782

Miners who refused to accept the abandonment of the strike in the Connellsville region, as a result of the New Salem convention on Thursday, January 18, will be interested in the reply to a query sent to Indianapolis, Ind., by the presidents of two local unions. The telegram, addressed to John Snyder and Joseph Geisel of Brownsville, read:

"Your telegram received. The calling off of the strike in coke region authorized by international executive board at meeting in this city during week of January 8."

"JOHN L. LEWIS."—The telegram was read to a meeting of some 120 miners who assembled in the Moss Auditorium at Brownsville on Thursday afternoon. An attempt made at the meeting to adopt resolutions for the formation of an independent organization failed to materialize. Fred H. Merrick and J. A. Hamilton, both of Pittsburgh, were the principal speakers. The latter had been active in the coke region for the past 10 days as a collector for the Pittsburg Miners' Food Relief of 35 Miller street, Pittsburgh. Another meeting is scheduled for 10 o'clock Saturday morning at New Salem.

B. & O. Shop Crafts Ask Conference on Increase in Wages

BALTIMORE, Jan. 27.—The federated shop crafts committee of the Baltimore & Ohio railroad has demanded a conference with the management on a proposed increase in wages of 10 cents an hour, with time and a half for overtime on Sundays and holidays for machinists, blacksmiths, boilermakers, sheet metal workers, electricians and car repairmen. The men now want 80 cents an hour.

Prior to the shopmen's strike last summer all shop workers were earning 77 cents an hour. The decision of the labor board, which led to the strike, called for a reduction to 70 cents. Thus the men demand a higher pay than they had forced prior to July 1, 1922.

The Baltimore & Ohio was one of the two large railroads which settled with the shopmen under the Baltimore plan. The other was the New York Central, but it reported that it had received no new demands.

One change in working conditions which the workers seek from the Baltimore & Ohio is that main installing water and other pipe lines in ditches shall be provided with waterproof boots.

Plan to Grade Coal On Basis of Sulphur And Ash Percentages

HARRISBURG, Jan. 30.—Under the provisions of a bill introduced in the Senate last night by Senator Schantz of Lehigh county, all bituminous and anthracite coal would be graded into four classes, depending upon the percentage of ash and sulphur content.

Grade A would include coal containing less than 10 per cent ash and one-half per cent sulphur; grade B, coal less than 15 per cent ash and three per cent sulphur; grade C less than 20 per cent ash and 1% per cent sulphur; grade D covers all with a greater degree of ash and sulphur than in the first three classes.

Misrepresentation of the grades either by sale, offer or advertisement would be unlawful and a fine of not more than \$1,000 is provided as a penalty.

W. G. Lee to Resign.
William G. Lee, president of the Brotherhood of Railroad Trainmen, announces that he has accepted the presidency of the Stelzlmeyer Manufacturing Company of Seymour, Ind., and probably will resign as head of the trainmen.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, January 27, 1923.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
14	182	Boatby	Mt. Pleasant Coke Co. Greensburg
20	40	Brush Run	Brush Run Coke Co. Mt. Pleasant
25	114	Clare	Clare Coke Co. Greensburg
28	82	Clarissa	Gerrard-Schaeffer Coke Co. Uniontown
100	92	Colton	W. J. Hamby, Inc. New York
60	54	Fort Hill	Summitville Coke Co. Connellsville
10	10	Franklin	Gilmor Coke Co. Uniontown
101	39	Gilmore	Samuel J. Lehr Youngwood
8	10	Helen	Humphreys Coal & Coke Co. Greensburg
145	145	Humphreys	W. J. Hamby, Inc. New York
16	10	Holiday	W. J. Hamby, Inc. New York
200	300	Holiday	Mt. Pleasant Coke Co. Greensburg
110	110	Mt. Pleasant	Brownfield Coal & Coke Co. Uniontown
32	32	Neville	Roller Coke Co. Connellsville
60	12	Oliver No. 1	Driver & Sawyer Steel Co. Pittsburgh
100	100	Oliver No. 2	Driver & Sawyer Steel Co. Pittsburgh
100	50	Oliver No. 3	Driver & Sawyer Steel Co. Pittsburgh
70	10	Paid	W. J. Hamby, Inc. New York
82	20	Pearson	Alshong Coal & Coke Co. Connellsville
100	300	Revere	Wheal Coke Co. Uniontown
10	10	Thomas	West Penn Coke Co. Pittsburgh
33	33	West Penn	
FURNACE OVENS			
239	242	Adelaide	H. C. Frick Coke Co. Pittsburgh
255	255	Alverton	H. C. Frick Coke Co. Pittsburgh
307	307	Angrygale	H. C. Frick Coke Co. Pittsburgh
300	160	Biggs	H. C. Frick Coke Co. Pittsburgh
210	160	Brinkerton	H. C. Frick Coke Co. Pittsburgh
160	160	Calumet	H. C. Frick Coke Co. Pittsburgh
200	200	Central	H. C. Frick Coke Co. Pittsburgh
400	250	Continental 1	H. C. Frick Coke Co. Pittsburgh
226	226	Continental 2	H. C. Frick Coke Co. Pittsburgh
300	120	Crossland	H. C. Frick Coke Co. Pittsburgh
224	224	Davidson	H. C. Frick Coke Co. Pittsburgh
210	120	Deerfield	H. C. Frick Coke Co. Pittsburgh
100	100	Dobney	H. C. Frick Coke Co. Pittsburgh
110	10	Dumbell	Allegheny Mfg. Co. Pittsburgh
272	272	Hecla No. 1	H. C. Frick Coke Co. Pittsburgh
350	188	Hecla No. 2	H. C. Frick Coke Co. Pittsburgh
300	300	Hecla No. 3	H. C. Frick Coke Co. Pittsburgh
355	355	Hostetter	Hostetter-Cville Coke Co. Pittsburgh
355	355	Kentucky	H. C. Frick Coke Co. Pittsburgh
312	312	Kyle	H. C. Frick Coke Co. Pittsburgh
492	446	Liesingring 1	H. C. Frick Coke Co. Pittsburgh
502	446	Liesingring 2	H. C. Frick Coke Co. Pittsburgh
500	500	Lewellen	H. C. Frick Coke Co. Pittsburgh
180	180	Leitch	H. C. Frick Coke Co. Pittsburgh
227	227	Linton	H. C. Frick Coke Co. Pittsburgh
350	259	Linton No. 2	H. C. Frick Coke Co. Pittsburgh
508	359	Marioneth	H. C. Frick Coke Co. Pittsburgh
359	199	Marguerite	H. C. Frick Coke Co. Pittsburgh
188	188	Mataura	H. C. Frick Coke Co. Pittsburgh
244	244	McKee	H. C. Frick Coke Co. Pittsburgh
400	400	Philline	H. C. Frick Coke Co. Pittsburgh
442	200	Redleton	H. C. Frick Coke Co. Pittsburgh
425	260	Southwest 1	H. C. Frick Coke Co. Pittsburgh
100	100	Southwest 2	H. C. Frick Coke Co. Pittsburgh
301	100	Standard	H. C. Frick Coke Co. Pittsburgh
454	450	Trotter	H. C. Frick Coke Co. Pittsburgh
450	210	United	H. C. Frick Coke Co. Pittsburgh
242	322	Whitney	H. C. Frick Coke Co. Pittsburgh
300	182	Young	Hostetter-Cville Coke Co. Pittsburgh
288	282	Youngkin	H. C. Frick Coke Co. Pittsburgh
246	224	Youngstown	H. C. Frick Coke Co. Pittsburgh
15,596	9,782		

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens,
Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON	EIGHT	KINGSTON
MOXER	PLANTS:	ENAMEL
VOL		

WOULD REGULATE BUILDING SPURS NEW COAL MINES

As Means of Checking Overdevelopment, Plan Mines Bureau Engineer.

IS VIEWED WITH FAVOR

George S. Rice, chief mining engineer of the United States Bureau of Mines, has submitted to the United States Coal Commission a plan for checking the overdevelopment of the coal mining industry, which the Washington correspondent of the Coal Trade Journal states is regarded by some experts as the simplest and most promising suggestion of this kind yet offered.

The plan provides that the Interstate Commerce Commission be given authority by Congress to regulate the laying of spurs from railroad lines into new mines, with the implied instruction that no authority for new spurs be granted unless there is clearly public need for the coal in the mines proposed to be opened.

Unless the owners of coal lands can get spurs from the railroad nearest to their property, they, of course, can not operate a mine, for they can not move and sell the coal—except in the case of wagon mines.

It is understood that the Bureau of Mines has given no formal endorsement to the plan, but it is known that officials of the bureau who have studied the overproduction problem and the legal and economic complications attending most suggestions of remedies believe that Engineer Rice's plan is the best in sight.

It has been calculated that if the available annual increases in the demand for coal continue, and if the usual depletion of old mines continues the normal production of soft coal in the United States will be equal to the normal demand in five years, unless new mines are opened. With a rule that no railroad spurs to new coal lands be allowed, it is said that demand and production could be on an equality within this period, or, allowing for special cases in which spurs are granted, with in a short time after the close of the five-year period. No one hopes that the evil could be remedied in less time than that.

There is agreement that it must be remedied. The miners have said that overproduction is at the root of most of the troubles, the operators have said so. Secretary Hoover said so repeatedly when he was dealing with the big strike, and in the preliminary report made public recently by the United States Coal Commission the evil of overproduction received more attention than anything else.

The only owner of coal lands who would suffer would be the owner of lands not opened for mining operations. That suffering, it is further argued, would be more apparent than real. The owner would not be able to "run the gauntlet of a mine in periods of shortage when big profits" were to be had. But he would have the long-run advantage of a normal market and a normal industry when the time came at which he could fairly be allowed to have a spur, and thus actually to put his mine in operation.

As to escaping legal difficulties, it is contended that the Rice plan would not be in a legal sense regulation of the right of an owner of coal lands to open mines. It would be, the advocates of the plan argue, regulation of transportation facilities and necessarily extension of the powers now exercised over transportation by the Interstate Commerce Commission. That commission, it is held, simply would decide whether railroad facilities should be extended to a given coal property, notwithstanding that coal property should be opened as a mine. Moreover, it is held that in the exercise of its power it is not to be supposed that the commission would permit no new spurs for five years or more. Special circumstances would govern in some cases.

GEORGE M. WOODWARD, VETERAN OF THROTTLE, ILL LONG TIME, DIES

George M. Woodward, a veteran Baltimore & Ohio railroad engineer died at the Cottage State Hospital yesterday afternoon following an illness of several months. He had a record of 42 years service with the railroad company and for the past 25 years had been an engineer. For a time he was running on the Connellsville division, it is held, simply because he was running on the Connellsville division, which job he retained until nine months ago, when poor health forced him to quit the job.

He was son of the late Nathan and Mary Woodward, and was born at Woodward's Crossing, this county. He resided in Unionville for a time and then came to Connellsville, where he entered the employ of the railroad company. In 1885 he was married to Miss Carrie Buttermore, daughter of Leander Buttermore, deceased, and Martha McClintock Buttermore. In addition to his widow he is survived by one son L. B. Woodward of South Connellsville, and three daughters, Mrs. Wm. Burson of Pittsburgh, Mrs. Harry Smiley and Mr. T. A. Burroughs of this city. Nathan Woodward, a son, died while in an army training camp. There are five grandchildren surviving.

Deceased was a member of the Trinity Lutheran Church, the Brotherhood of Locomotive Engineers, Knights of Malta and Royal Order of Moose. He was past chancery of the Phœnix Railway Association.

Funeral services will be held at the residence, 234 East Apple street, Thursday afternoon at 2:30 o'clock. Dr. W. H. Heitrich, pastor of the Trinity Lutheran Church will officiate. The Knights of Pythias will be in charge. Interment will be in Hill Grove Cemetery.

Part of Mexico's Largest Railroad To Be Electrified

The scene of a unique achievement in railway engineering will be the locality where Mexico's first railroad electrification will take place. The Mexican Railway Company, Ltd., in announcing that a contract had been given the International General Electric Company to equip for electric operation 30 miles of single track between Orizaba and Esperanza, there to draw more or less attention to the cliff-hanging Mexican line, made known to engineers by Captain Andrew Talcoff, who built the Mexican Railroad between 1857 and 1867.

Captain Talcoff, formerly in the corps of engineers of the United States Army, accomplished the apparently impossible when he made a railroad literally walk up a mountain-side, where the ruling grade is 47 per cent. This steep ascent is where electricity is to handle the traffic, as soon as the electrifying zone goes into operation. The cost of the electrification will be between \$2,000,000 and \$2,500,000.

The oldest and one of the largest railroads in Mexico, the line which connects Vera Cruz on the one hand and Mexico City on the other, will soon be numbered among the railroad lines which will begin to supplement the steam locomotive on the electric.

The mountain climbing feat of the Mexican Railway enables it to work its way up the steep slope of the great Mexican plateau, which runs north and south for a great distance, and which has a total elevation, in the states of Mexico and Puebla, of 60,000 feet above sea level. On the plateau, about 150 miles from Esperanza, is Mexico City, one terminus of the railroad. On the sea-coast, virtually at the foot of the 30 or more miles of grade, is Vera Cruz, the eastern terminus.

The mainline incline begins at the Malinalte incline begins at Boca del Monte, a short distance beyond which the initial electrified zone will terminate. The railroad winds up the face of the precipitous slope in a surprising rise of track, crossing deep chasms on bridges, and sometimes crawling along the edge of cliffs. In one place the track rises over 5,000 perpendicular feet in a distance of 15 miles.

At present the trains are hauled up the incline, somewhat laboriously by curious "double-ended" steam locomotives, two of them to a train. These locomotives can run in either direction without being obliged to go on a turn-table in order to turn around.

The railroad, as a whole, rises from sea level to Vera Cruz to a maximum altitude of between 2,500 and 2,800 meters, and has grades as steep as 5-1/2 per cent. The total length of the track is 403 miles.

The decision to electrify was caused by increasing business and the sharpness of the incise between Orizaba and Esperanza. The introduction of electric operation between these points, it is stated, will postpone for five years the building of a double track line. It will mean a saving of time to pay the entire cost of the electrification within six years.

Under the contract to electrify, the International General Electric Company will supply ten 150-ton electric locomotives, which can be used either for passenger or freight service, as well as the equipment for trolley overhead and feeder lines. The system will operate at 2,000 volts, direct current the power to be supplied by the Pueblo Tramway Light & Power Company, which has a hydro-electric station about five miles from Orizaba.

It is believed that this will mark the beginning of electrification developments which eventually will take in the entire road.

Freeport Group And Miners Sign Agreement for Year

PITTSBURG Jan. 21.—Another group of bituminous coal operators—employing about one-fifth of the 45,000 mine workers in the Pittsburgh District and controlling about 10,000,000 of the district's 50,000,000 tons annual coal production—the Coal Operators' Association of the thick vein Freeport seam of Pennsylvania yesterday afternoon signed with District No. 6, United Mine Workers of America the tri-state wage agreement which continues until March 31, 1924, the present wages and working conditions in the industry.

As with Monday's meeting in which the larger group, the Pittsburgh Coal Producers' Association, signed, yesterday afternoon joint conference between operators and mine workers held in the Farmers National Bank building, was largely a formality, and was in session only about an hour.

The agreement was signed for the operators' association by A. E. Budd of Pittsburgh, Thomas G. Fear of Indiana, V. L. Henry of Creighton J. G. Bart of Renton, and for the union by P. T. Fagan, president of District No. 5, William J. Patton vice-president, William Hargest, secretary, John Vogel and Michael F. Barry, of the scale committee.

More Locomotives Repaired; Fewer in Need of Attention

A total of 18,724 locomotives were repaired and turned out of the shops of the Class One railroads from December 15 to January 1 last. This is the greatest number of locomotives on record for any corresponding period repaired and turned out of the shops, according to the bi-monthly report of the Car Service Division of the American Railway Association.

Reports also showed a marked decrease in the number of locomotives in need of repair. On January 1 last 15,549 were in need of repairs, or 24.1 per cent of the locomotives on line. This was a reduction of 2,534 since December 15 last, at which time there were 18,585, or 27.7 per cent.

Labor Becoming Capital

Philadelphia Ledger

The most significant industrial, financial, labor and economic news in a long time was given out the other night when it was announced that a large interest in the Empire Trust Company of New York had been bought by the Brotherhood of Locomotive Engineers.

A labor-union bank has invaded the financial stronghold of America by buying its way in through regular and accepted channels. Here comes a new financial giant in the field. He has been growing up over back of the Alleghenies for two years. Now he has planted his foot on Manhattan Island, hard by Wall Street. Back of him is the power of 90,000 highly paid workers of the cab and throttle who have banded themselves together in the banking and cooperative economic field and won a fine brilliant success.

President S. Stone, chief of the engineers' brotherhood, used to sit in a cab and pull a throttle. So did his colleague, Bill Prenter, secretary-treasurer of the engineers. Charles M. Schwab was a steel worker before he was a steel king. By different roads they have come to the same directors' table. They will sit down with T. Coleman du Pont, powder prince Schwab is one of the largest employers of labor. Thousands of men work for du Pont. Rubbing elbows with Stone and Prenter and Schwab and du Pont will be other large employers of labor and 90,000 knights of the cab will sit at that table when Stone sits there.

On a winter afternoon in February, 1921, Warren S. Stone showed a visitor through the first of the brotherhood banks at Cleveland. It did not look to be much, but Stone was as proud of it all from caskets wicket to the new screw-door safe as a boy with a new cat rifle. The building had been an old-time saloon and "hop house." The parent bank still is housed there but it has two branches in Cleveland, seven others scattered over the country, a new one opening in Spokane and it has traveled all the way from Cleveland's Square to the elbow of Wall Street. In 26 months its resources have increased from \$653,000 to \$19,000,000. It has been loaning to other labor groups, helping distressed farmers as far away as Sioux Falls, and doing a general banking business in addition to its cooperative ventures.

The rail brotherhoods are rail labor aristocrats. Of the brotherhoods, the engineers' has the most financial sense and the greatest wealth. It has put up a magnificent building in Cleveland, where much rail unionism has headquarters, and is erecting another great building.

No wonder the "Boys" guard their teeth and the I. W. W.'s raw when they are piling up evidence of property, prosperity, conservatism and a make in the game!

A shake in the game! That is what the engineers' brotherhood is reaching out for and getting. That brotherhood has ceased to be a tenant and become a home owner and a freeholder. It is not an isolated instance. In Philadelphia the workers of the P. R. T. are doing the same thing. They are using their collective financial power to buy into the traction company, make themselves owners as well as workers, men of capital as well as labor, shareholders with a stake in the game.

The controversy is reaching out for and getting. That brotherhood is reaching out for and getting. That brotherhood has ceased to be a tenant and become a home owner and a freeholder. It is not an isolated instance.

The Cologne-Berlin main trunk line telephone and telegram cable was cut today in several places in the vicinity of Essen. That city is cut off from the rest of Germany.

A message from Coblenz announces that 34 officials were being expelled from the Rhineland under the order issued yesterday by the Rhine-Had High Commission.

Court Holds Lack
Of Jurisdiction in
Coke Company Case

By Associated Press.

PARKERSBURG Jan. 27.—In a lengthy written opinion Judge W. E. Baker, in Federal court Friday in a petition for dismissal of the receiver in the case of G. W. Thompson and S. J. Harry against the Southern Connellsville Coke Company held that the court is without jurisdiction and directed the dismissal of the bill following which the plaintiff gave notice that the case will be taken up with the United States Circuit Court on appeal.

The court directed that the receiver's account be settled in such manner as may be agreed upon by the parties interested.

The controversy was among the stockholders of the company, who have a large mine in Monongalia county, the product of which is transported across Cheat river to Cheat Haven, Pa., where it is coked. A year or more ago Richard Sherick of Connellsville was appointed receiver on the petition of the minority stockholders and has been in charge of the plant ever since.

It will work in a thousand ways for industrial betterment. As and if this movement extends it will go far toward quieting the industrial whirlpool. With every bank that labor establishes over savings account

Boyd's Appointment Confirmed.

HARRISBURG, Jan. 21.—The appointment of Bersey H. Boyd of Scotland to be superintendent of public grounds and buildings was confirmed by the Senate yesterday.

COAL—COKE

Pilling & Company, Inc.

Real Estate Trust Bldg.,
Philadelphia, Pa.

130 Broadway,
New York City.

SALE OF MILEAGE BOOKS AT 20 PER CENT OFF ORDERED

All Class 1 Roads of Country
Embraced in I. C. C.
Ruling.

IS EFFECTIVE MARCH 15

WASHINGTON, Jan. 31—Railroads were ordered today by the Interstate Commerce Commission to resume the practice of selling interchangeable mileage books good for 2,500 miles of travel at reduction of 20 per cent.

Sale of the books must begin March 15.

A number of small roads were excluded from the order because of their financial inability to meet the reduction.

Practically all of the Class 1 roads however must establish the reduction.

Housing Situation

Handicap to B. & O.; No Quarters for Men

The housing situation in Connellsville is again proving a detriment to the growth of the city. The Chamber of Commerce sometime ago took some action to bring about the construction of more homes here to relieve the difficulty of the Lockhart Iron & Steel Company in securing labor for its 1500 mill and now the Baltimore & Ohio railroad is facing the same condition.

Labor is needed on the railroad, both skilled and unskilled, but there are no quarters here for men with families, and most skilled mechanics are married men.

A railroad official said that morning that the Baltimore & Ohio shops here are doing an enormous business and even running beyond normal, 100 more men than usual being employed. Instructions have been received to put on additional machinists, but they are not available. A few have been secured but many would not take jobs as the Connellsville shops because they could find no homes in the city for their families.

Every toughened man has been returned to work. Difficulty in securing men labor is because of the demand for machinists in other industries.

Track labor is also somewhat scarce. This situation will be overcome by establishing camps however, and using the floating labor. Much of this class is the foreign element, and camp houses are very suitable to such men mostly bachelors.

The railroads have been using a number of men, formerly employed in the mine, and a majority of these may leave their new work to return to the pits since the calling off of the strike.

Local contractors are anticipating considerable building in the spring, especially as the Chamber of Commerce is urging the step. The commerce body executives feel it to be the first thing to be done in bringing about a bigger Connellsville. With the facilities of the city for providing homes now overstuffed, it is contended there is little room of endeavor to add to the industry already located here. The building program holds the complete attention of the body.

100 Tons Dyed Rock Sold as Coal in Gotham

NEW YORK Jan. 26.—Vincent H. Olsen Brooklyn coal salesman, was arrested today on a charge of selling 100 tons of crushed rock dyed black as coal. The charge was preferred by Benito Brothers' coal dealers, who declare they paid him \$1,400 for the consignment of black rocks. Olsen denied guilt, declaring he had acted in good faith in taking the order for the now defunct Tidewater Fuel Company, which made delivery.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, January 27, 1923.

Ovens	In Works	Name of Operator	Address
40	10	MERCHANT OVL	Westend Fayette Coal Co. Greensburg
39	22	Allison No 1	W. J. Heim, Inc. Latrobe
39	20	Allison No 2	American Coke Corporation Pittsburgh
14	14	Allison No 3	American Coke Corporation Pittsburgh
10	10	Anvil	Brownsville Coke Co. Brownsville
50	11	Century	Century Coke Co. Uniontown
200	11	Clayton	Clayton Coke & Coke Co. Pittsburgh
101	11	Craig	Craig & Craig Coke Co. Pittsburgh
75	75	Dixon	Dixon Coke & Coke Co. Pittsburgh
40	10	Donald 1 &	Consolidated Coke Co. Pittsburgh
100	40	Donald 2	Donald 2 & Sons Co. Pittsburgh
100	40	Dixie	Dixie Coke & Coke Co. Uniontown
12	30	Foster	Foster Coke & Coke

The Weekly Courier.

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THURSDAY MORNING, FEB. 1, 1923.

THE FOREIGN BORN AND
LIQUOR LAW VIOLATIONS.

In connection with the arrests made for violation of the prohibition law, the preponderance of persons bearing foreign names has frequently been the subject of much comment.

In the mining and industrial communities where persons of foreign birth form a considerable part of the population, raids by the enforcement officers invariably result in the apprehension of comparatively few Americans, the bulk, and sometimes all of those haled before the courts being members of the foreign element.

For the purpose of providing data for a study of what is termed "The foreign problem in liquor law violations," officials of the Pennsylvania Anti-Saloon League have collected information, chiefly in counties in the western part of the state which shows the percentage of foreign born persons prosecuted for violation of the liquor laws.

In Fayette county, where out of a total population of 188,000 there are approximately 33,000 foreign born, 96.6 per cent or 320 out of 330 of the arrests made during the recent crusade of the State Police were foreigners.

In Westmoreland county, with a foreign born population of 20 per cent, there were 367 liquor cases last year. Of that number 330 or 81 per cent, were persons whose names indicate they or their parents came from central or southern Europe.

Less than six per cent of the population of Greene county is foreign born, but 90 per cent of those convicted or pleading guilty to charges of liquor law violations belong to that group.

With a population practically the same as that of Fayette Washington county has a somewhat larger proportion of residents of foreign extraction and they have purchased slightly more than 90 per cent of all the liquor cases in the courts.

Between January 1, 1920, and December 31, 1922 there were 341 persons prosecuted for violation of the liquor law in Somerset county, 220 of whom were born in Europe and a considerable number born in this country of parents who originally claimed allegiance to an overseas government! The district attorney states that of the foreign born population in the county one out of every 56 was prosecuted for violating the liquor laws, while of the native born population, including the children of parents born abroad, there was one prosecution for every 56 people.

In Butler county the records for 1922 show that fully 80 per cent of those convicted of violations of the liquor laws were for "sin bin." In Mercer county 90 per cent of the liquor cases were due either to foreign born residents or their children.

While a certain class of native born may be more adept at avoiding arrest for liquor law violations than the foreign born, it is a well-known fact that fully 95 per cent or the latter are opposed to any legal restraint being placed upon their drinking habits; hence they are more open and defiant in their violation of the law. Having in many instances formed an exaggerated or fanciful conception of the meaning of American freedom, the foreign element has constituted it to no one's taste to do just what he pleases. Observing the ease with which some native born violators of all laws escape paying the penalties, through the failure of juries to do their full duty, the foreign born have acquired a contempt for our laws, of which their flouting of the prohibition law is an expression.

We may complain of this situation but we cannot escape our share of the blame, and for two reasons. First, our native born citizens have not given in to the foreign born that kind of an example in respect for and obedience to the law which would stimulate them in the right course of conduct. Second we have failed lamentably to improve our opportunities to inculcate the principles of Americanism to the entire northern section of Fayette county; hence it will be expected that they will give proof of their sympathy and interest by being present to hear what is said and already to participate in whatever action may be deemed advisable to be taken.

It is time to arouse ourselves to our duty of Americanizing the European who has a home among us if we and our country are to escape the dangers of being Europeanized.

Raising coal land valuations has become more of an industry in Greene and neighboring counties than raising larger crops or better stock and babies.

Not very much coal is being mined in the Rho but considerable heat is being generated.

Unemployment is approaching that point where the die is cast, soon

concerning only the "over-worked."

MAKING SENTIMENT FOR ROAD UNANIMOUS.

The unanimity with which members of the Kiwanis Club, Chamber of Commerce and the Youngmen's Automobile Club are getting behind the Connellsville-to-Farmington road project, together with similar action by persons residing along the line of the proposed improvement in the mountain townships, are examples in willing and hearty cooperation which residents of Connellsville and vicinity cannot refuse to follow if they make any pretense whatever to being public minded citizens.

The completion of this enterprise will bring one of the most rapidly developing sections of the county into close and intimate touch with Connellsville, and result in such direct and mutual benefit to the people of both the mountain townships and the city, that any person who withdraws their active support of and sympathy with the movement will be standing in the way of their own material advancement and interests. This truth being so generally recognized it is safe to say that only a very inconsiderable number, and each of little consequence in the economy of the state, will fail to take step with the active boosters.

The time-worn adage All things come to him who waits don't function in the case of securing highway improvements at least such has not been the experience of any section of Fayette county where improved roads have been built. The people who have justified the liveliest while they waited for those who have been rewarded. So many projects of this kind are before the State Highway Department and the county commissioners that both organizations have to be impressed by an almost overwhelming display of interest on part of the prospective beneficiaries of the improvements before a decision is reached as to which of several projects shall be undertaken first. This statement casts no reflection whatever on either the highway department or the county commissioners. It merely records a fact which the boosters of road projects have found to exist under the present policy and practice in dealing with such matters.

It, therefore, the people who will be advanced in any way by the completion of the Connellsville-to-Farmington road give proof of their interest in such form that the sentiment is to be unshakably and with complete unanimity in favor of going ahead with this enterprise as speedily as possible, there is infinitely greater probability of something being done than there would be if we were to postpone a policy of "watchful waiting."

To crystallize this sentiment and give volume and effect to its expression is the object of the Connellsville-to-Farmington Good Roads League, in which the local boosting organizations are already cooperating vigorously. It is up to all other citizens to make this cooperation so complete that there can be no doubt as to the result.

TIME TO DECIDE ON A COURSE OF ACTION.

Providing a general hospital is another of those projects which from time to time command the attention of all citizens of Connellsville who are not so absorbed in their own concerns and affairs that they cannot give some thought to and manifest some interest in working out a plan whereby such an institution can be made available to such persons as the meeting called for Thursday evening in the Carnegie Library will be an occasion when they will feel it their duty to be present both for the purpose of becoming better informed on the proposition and to show that the movement has their sympathetic support.

The object of the meeting will not be to discuss the very urgent and long recognized need for a general hospital. That question is definitely settled in the mind of every person conversant with the situation. Instead, the citizens of the community are called to assemble for the purpose of being informed as to the present status of the movement which had its inception four years ago and which meantime has lain more or less dormant while inquiry was being made into certain phases of the proposal, principally its legal aspects.

Other communities, which Connellsville will not concede are in most matters more progressive or up-to-date than our own have provided themselves with general hospitals which are, in every way, highly creditable to the spirit of enterprise and recognition of the public necessities. The people here have been in a waiting attitude for several years withholding action of any kind until the law was made clear for getting behind a movement to provide a hospital.

It being the belief of those who have been working on the proposition that the time has come when a definite course of action can be decided upon, the information now available will be placed before the meeting on Thursday evening for such discussion as to what should be done to get the project under way.

All public spirited citizens will have a desire to become identified with a movement of such importance to the entire northern section of Fayette county, hence it will be expected that they will give proof of their sympathy and interest by being present to hear what is said and already to participate in whatever action may be deemed advisable to be taken.

Refusal to have fellowship with the I. W. W. and kindred radical organizations will go much to restore the former striking workmen of the coke strike to public confidence. These syndicalists "boomers from" within and internationalists have been the real foes of organized labor under the professed of being friends.

Although the veterans of the World War are still young men—boys as they are answering the last roll call almost as rapidly as the Boys of '61.

Some impressionable ministers may have their sympathies with the Ku Klux Klan stimulated by a parade of hooded knights down the aisle to the collection plate, but to most people this form of display is but a cheap method of spreading propaganda in favor of the "invisible empire."

The Kiwanians are 100 per cent boosters of the Connellsville-to-Farmington road all the members and their guests at luncheon having given their support to the undertaking.

ONE STATE UNIVERSITY IS SUFFICIENT.

It does not seem to fit in with Governor Pinchot's general plan of re-enrichment in state expenditures for him to regard with favor the suggestion of Dr. Harlan Updegraff that the University of Pittsburgh, the University of Pennsylvania and the Pennsylvania State College be made state universities and by that act place upon the Commonwealth the obligation to provide for the financial support of what, in the case of the two first named, are private institutions. State College being recognized as the only state institution devoted to higher education.

Friends of the three institutions do not regard the plan as desirable in any sense, chiefly because two of them thereby would lose their private character, and because it would bring about too great a centralization in Harrisburg which is one of the conditions the people of the state are now striving to remedy instead of having made worse. The attitude on the proposition generally is very clearly stated in a communication to the editor of The Courier in which the writer who is connected with all the facts of the situation says:

"Doctor Harlan Updegraff's suggestion that Penn State enlarge the University of Pennsylvania and the University of Pittsburgh, the former a state and the others private institutions, is in my mind a state university, but the head of the institution, he adds, that has been reflected not only by the institutions themselves but by thoughtful pubic opinion.

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Abe Martin



If th' Arctic regions ever are thrown up for settlement we know some families that ought to beat it fer Wrangsland.

We don't believe we like th' new skit that hangs like a parachute gain up.

A press freedom strike would make a dandy finishin' touch for poor ole Grimes.

What haunts no place where we kin earn as much money as we kin on it after all.

Hayes seems to forget that Amherstburg's main street was made before Fairy turned over a new leaf.

It's a good idea to let the public know what the hospital is doing.

Arts Smil is organiza a souveni

trone. He comes from a military

family, his father was up

in Civil War in his father's

country.

Artie's wife is

an old woman.

DEFINITE STEPS TOWARD SECURING LARGER HOSPITAL

Committee Selected to Outline
Basis for a Permanent
Association.

DR. HETRICK AS LEADER

Unanimous Choice at Last Night's Meeting, But Well-Known Pastor Asks to Be Given Time to Think It Over; Present Situation Stated.

Definite steps were taken last evening in the matter of providing better hospital facilities for Connellsville when a committee of seven representative citizens was named to formulate a plan for the organization of an association the object of which will be to give systematic direction to the movement.

This action followed shortly after Dr. W. H. Hetrick, pastor of Trinity Lutheran Church, made the keynote address before the gathering of citizens assembled in the Library auditorium in response to the call of Dr. J. L. Cochran. Considerable discussion had taken place concerning the situation but without many very specific suggestions having been offered as to how to meet it. Dr. Hetrick supplied the deficiency in this respect when, in a few forceful sentences, he declared the need to be "leadersome—some person having a broad vision of the whole proposition; the time to devote much of his attention to the problem, and the determination to see it carried through."

Dr. Hetrick's remarks were received with very marked expressions of approval, quickly followed by the suggestion of Dr. Cochran that Dr. Hetrick be designated as leader of the movement. In response to Dr. Cochran's request as to who would stand behind Dr. Hetrick in such leadership and do all that is possible to be done to give him assistance, the entire audience—some person having a broad vision of the whole proposition; the time to devote much of his attention to the problem, and the determination to see it carried through."

Mr. Matthews' remarks were received with very marked expressions of approval, quickly followed by the suggestion of Dr. Cochran that Dr. Hetrick be designated as leader of the movement. In response to Dr. Cochran's request as to who would stand behind Dr. Hetrick in such leadership and do all that is possible to be done to give him assistance, the entire audience—some person having a broad vision of the whole proposition; the time to devote much of his attention to the problem, and the determination to see it carried through."

The suggestion of Dr. H. J. Coll that a committee, with Dr. Hetrick as chairman, be selected to formulate a plan for an organization, to report at a subsequent meeting, was embodied in a motion, which was carried, with the provision that the committee be selected by Dr. Hetrick and Dr. Cochran, the latter serving as chairman of the meeting. The persons thus elected were: R. B. Hyatt, Dr. J. L. Cochran, Dr. Katherine Wakefield, C. T. Keppen, Mayor C. C. Mitchell and Dr. H. J. Coll.

In calling the meeting to order Dr. Cochran gave an outline of the history of the several efforts made to get hospital improvement and enlargement plans under way, but without having accomplished anything to this time. Regarding it as imperative that something be done without further delay, Dr. Cochran had called the meeting for the purpose of making a new, or at least a definite, start in that direction.

John A. Armstrong, member of the board of trustees of the Cottage-State Hospital, recounted some of the difficulties the board has had to meet because of inadequacy in the state appropriations. He occasioned some surprises to many of the persons present by stating that the institution has been operating with a deficit for several years past, which, at the end of the present two-year period, will amount to \$12,000 or \$15,000. Mr. Armstrong, when called upon for remarks, placed part of the blame for the present situation upon the refusal of the people of the city to work in harmony in behalf of a better hospital, and charging that our failure to receive larger appropriations was due to inactivity on part of our representatives at Harrisburg. He urged the people to arouse themselves from their lethargy and indifference, and to boost instead of knock.

Dr. Katherine Wakefield spoke briefly of the responsibility of the people of the community to make better provision for hospitalization, particularly of children of school age. "Take the family of a common laborer, of five or more children. In case any of them require throat or other operations, or eye adjustment, how can that parent, out of his meager earnings, provide for it? What is the result? Often the permanent impairment of the child's health. That creates a situation in which the people of the community have a real responsibility."

MRS. DWIGHT HENRY DIES OF SCARLET FEVER BABE DEAD

Mrs. Melva E. Henry, 19 years old, wife of Dwight Henry, died Thursday night at the home of her parents, Robert J. and Ade Steyer Hostettler, in Snyder street, following a several days' illness of scarlet fever. An infant daughter, died Thursday, the day of its birth. Mrs. Henry was born in Connellsville and spent all her life here. She was a member of the United Brethren Church and an active worker in the Sunday school, seldom being absent from the Sunday sessions in the past 10 years. She was president of the Sunday school class of which she was a member. She attended the Connellsville public schools, graduating from the High School, a member of the class of 1922. Besides her husband and parents, Mrs. Henry is survived by two brothers, Harold and Paul Hostettler, and one sister, Hazel Hostettler, all at home.

Back on Duty.

John Comiskey of the West Side, foreman at the Baltimore & Ohio boiler shop, who was off duty since December 8, last, as the result of injuries suffered while at work, returned to his duties Tuesday night.

"In considering any plans for enlargement of the institution the present situation with respect to its indebtedness and maintenance must be

taken into account by the people of the community," Mr. Armstrong concluded.

Supplementing the remarks of Mr. Armstrong, H. George May, also a trustee, pointed out the unfairness of a situation which requires the trustees of the hospital to provide their individual credit as a means of financing its needs because the state has not been providing sufficient funds to maintain it properly. "It might adequate funds are not provided," Mr. May said, "the hospital simply cannot continue to be run as the people want it to be run and as the needs of the community require."

Mr. May explained that if Governor Pinchot's recommendation that all appropriations for charitable institutions be made to the Public Welfare Department, and then apportioned by that body to the several institutions on the basis of the operating cost per patient per day, the local hospital might receive more during the next biennial period than the last. But there is no present assurance that the governor's plan will be made effective, in which case it will be necessary to appeal to the Legislature, as formerly, for as large an appropriation as it will be possible to secure."

R. S. Matthews, who was appointed at the meeting of citizens held in the old high school building in July, 1919, to make an inquiry into the legal aspects of a conversion of the Cottage State Hospital into a general hospital, stated that although one of the hospitals of this class had been enlarged and the scope of its service expanded, there had, in fact, been no change in the legal status of these institutions. Four of them had been established under a special act of the Legislature in 1887, designating them as Cottage State Hospitals for persons injured in the bituminous coal regions of the state. The act gave the trustees power to extend or enlarge the service rendered, but no provision was made by that act, or any subsequently approved, for their conversion into general hospitals.

Mr. Matthews was, therefore, of the opinion that the organization and incorporation of an hospital association, for the purpose of raising money to build additions to the hospital and increase its equipment, would be the better way to proceed under all the circumstances. The donation, thus made would become a part of the hospital property and administered by the state, just as it is at present. Any other course, especially with a view to making the present hospital a general one, would, Mr. Matthews said, require a special act of the Legislature, and its enactment might meet with some difficulties now, however, and particularly if it involved the sale or transfer of any property now owned by the state.

In line with Mr. Matthews' remarks, Dr. W. J. Bailey explained that in the case of the Cottage State Hospital at Pittsburgh, now classed as a general hospital, the people of that borough—which has but 6,000 inhabitants—raised \$125,000 and built an addition and made other improvements, whereby it is possible to give general hospital treatment to patients. The improvements were turned over to the state and the hospital is managed by the board of trustees appointed by the governor as heretofore.

Reference to this expansion of the Pittsburgh institution moved Dr. Bailey to say that he was disappointed in Connellsville, in that our people appear to have little or no interest in our hospital. We make ample provision for police and fire protection, but we neglect life protection by indifference to the enlargement and improvement of our hospital facilities. This is really a humane question but, apparently, it has never appealed to the people as such. If it did, this room would be filled to its utmost capacity tonight."

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C. S. KILPATRICK, ARTIST, SCULPTOR, CALLED BY DEATH

End Comes in New York Hospital Where He Awaited Operation.

WIFE SPEEDING HOME

Had Been in Connellsville on Mission

For Husband and Left Shortly Before Message of Demise Arrived.

Crawford Statue One of His Works

John Fosbrink, Jr., 45 years old, a veteran Pennsylvania railroad brakeman, employed in the Railay yards in Uniontown, and one of the best known railroad men of Uniontown, was instantly killed Wednesday when he lost his foothold on the icy steps of an empty car that was being shifted in the yards. The car passed over his body.

Mr. Fosbrink was born at Flatwood, a son of John and Laura Crawford.

When the Spanish War broke out he enlisted in Company E, Sixth Artillery, of Pennsylvania and saw two years and six months of active service in the Philippines, being stationed in Manila. On his return home he entered the service of the Pennsylvania Railroad Company and was assigned runs on the Southwestern branch.

For the past two years he

had been in the Railay yards.

Mr. Fosbrink was married October 29, 1903, to Miss Lillian May Smiley, daughter of Mr. and Mrs. Charles H. Danley of Moyer. He was a member of the Loyal Order of Moose and Eagles and of the Veterans of Foreign Wars, all of Uniontown, and the Brotherhood of Railroad Trainmen of Youngwood. Besides his wife he is survived by five children, Mrs. Isabell Wheeler of Uniontown and Geraldine, Elsie, John, III, and James, all at home; his parents, Mr. and Mrs. John Fosbrink of Murphy Sliding; two sisters, Mrs. Anna Brooks of Poplar Grove and Mrs. Mary Moore of Pittsburg; and three brothers, Frank of Kansas, Robert of Rockwood and Grover of Kelster.

JOHN FOSBRINK KILLED BY FALL UNDER P. R. TRAIN

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INCREASED CREDIT NEEDED FOR LARGER RAILWAY FACILITIES

In Order to Promote Peace in
Coal Mining and Transportation Circles.

MINE GROWTH EXCEEDS

Increase in Coal and Motive Power Equipment as well as the Coal-Consuming Requirements of the Country; Right Service More Efficient.

Increased railroad credit so as to permit of needed expansion in facilities and peace in coal and transportation circles are set forth as the requisites for improved conditions in the production and distribution of coal by a special committee of the American Railway Association in a report with the United States Coal Commission.

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HARRY B. WORKMAN DIES FOLLOWING BRIEF ILLNESS

Harry B Workman well-known business man of Connellsville, died Sunday morning at 4 o'clock at his home at 219 East Apple street, after a brief illness of nephritis. His fatal illness was said to have followed a cold and his condition had been held hopeless almost from the beginning. He had been engaged in the plumbing and heating business in South Pittsburg street for some time following service of five years as superintendent of plumbing for the F. T. Evans Estate. He had just become well established to himself when stricken.

Mr. Workman was a son of the late David L. and Catherine Bodtler Workman and was born at Delview, near Moyer, 27 years ago last June 30. He learned the plumbing trade and had followed that occupation.

During the Civil War, although above draft age, he enlisted and was assigned to the Motor Transport Corps at Newport News and became chauffeur to the adjutant commanding the camp. He did not get overseas but would have welcomed the opportunity to go. He was a member of Milton L. Bishop Post No. 1 of the American Legion, and the First Baptist Church.

Surviving are two brothers, Joseph and Howard and four sisters, Ella Elizabeth, Anna Kate and Grace all at home.

The funeral service will be held Tuesday at 2:30 o'clock at the home with Rev. E. H. Stevens his pastor.

MRS. ELIZA W. HOSACK, EARLY RESIDENT OF CONNELLSVILLE, DIES

Mrs. Eliza Wrigley Hosack, 85 years old, widow of Alexander Blackburn Hosack and mother of Attorney George M. Hosack of Pittsburg Vice-president of The Courier, died January 26, at her home at Glendale, Calif. She was born June 3, 1838 in Manchester, England, and came to this country with her parents when aged 13, settling in Connellsville. Later the family moved to Allegheny and also had been residents of Wilkinsburg. For the last six years she lived in California. She was a member of the Presbyterian Church of Glendale. Two sons, Attorneys George M. and M. J. Hosack, both of Pittsburgh; three daughters, Misses Luella and Elizabeth Hosack of Glendale and Mrs. John W. Fairchild of Pasadena, Calif., and seven grandchildren survive.

Mr. Hosack, who died in his 89th year, was an elder in the Presbyterian Church of Connellsville 50 years ago. Funeral services were held Monday afternoon at the family residence, followed by interment at Glendale.

Grim Reaper

JOHN K. TEDROW

SCOTTDALE, Jan. 30.—The funeral service for John K. Tedrow, veteran of the Civil War, will be conducted Wednesday at 1:30 o'clock at the home and 2 o'clock at the Reformed Church, of which he was a member. Burial will be in Scottdale Cemetery. All members of Hamilton-Taylor Post No. 535 Veterans of Foreign Wars are requested to turn out in uniform for the funeral. Mr. Tedrow served in the Civil War in a regiment of heavy artillery. At the time of his death he was vice-commander of Colonel Ellsworth Post of the Grand Army of the Republic. He came to Scottsdale in 1873 and had since resided here. He was 89 years old. Surviving are four sons and a daughter of his first marriage, namely Franklin D., J. T. and E. T. Tedrow, Scottdale, Charles F. Tedrow, Steubenville, Ohio, and Mrs. D. O. Lemmon, McKeesport, and five sons and a daughter to the second marriage. They are George and Elvyn Tedrow, Warren, Ohio, Clyde, in California, Mrs. Alma Roth and Harry and Russell Tedrow, both late. His second wife also survives.

JOHN C. HARRISON

John C. Harrison connected with the Metropolitan Life Insurance Company died Monday morning at his home in South Uniontown, following a lingering illness. He is survived by his wife and one son, Earl.

MRS. MARY M. ROBINSON

Mrs. Mary M. Robinson, 75 years old, died Sunday afternoon at her home at Hutchinson. She was born and reared in South Union township and spent the greater part of her life there.

MRS. EMILY HIXENBAUGH

Mrs. Emily Hixenbaugh, 81 years old and five months old, widow of Goucher Hixenbaugh, died Monday at the home of her granddaughter, Mrs. Clara Baker, of Perryopolis. She had been ill for some time. Mrs. Hixenbaugh had resided at Perryopolis all her life and was well-known in that community. Her husband died 28 years ago. She is survived by six sons, Roy, William of Dallas, Tex., Charles of Perryopolis, one daughter, Mrs. Anna Hasson of New Castle, three brothers, Joseph Christ of Jefferson township, John Christ of Connellsville and George Christ of Pittsburgh, and one sister, Mrs. Lydia Hale of Perryopolis.

OTTIS McCANN

Ottis McCann, 47 years old, died Monday night at his home on the New Salem road. Besides his wife, he is survived by four brothers and one sister.

HENRY YINKEY

Henry Yinkey, 74 years old, died Sunday afternoon at his home at Somerset. He is survived by his wife and two sisters.

MRS. HANNAH STONER

SCOTTDALE, Jan. 30.—Mrs. Hannah Stoner, 86 years old, widow of Solomon D. Stoner, died this morning at the home of her son, Lyman F. Stoner, at Alvinston. She is survived by another son, John E. Stoner, at Jonestown, Ohio.

HENRY WILSON BOYER

Henry Wilson Boyer, 63 years old estimator for a number of years for the John W. Walters Company, lumber dealers of Johnstown, died Sunday night at his home at Johnstown following a lingering illness. He was a brother of Mr. Calvin Poore of Somerset County, C. E. Boyer of Meyersdale and the late Wesley J. Boyer of Mount Pleasant. He was born at Glencoe, Somerset county.

EDWARD LANDMAN

Edward Landman, 49 years old, of North Union township, died Monday night at his home near Percy of complications of disease. Besides his wife he is survived by one son, Valter Landman at home and two brothers, Henry and Ellis Landman of near Percy.

CORNELIUS P. RODGERS

Cornelius P. Rodgers, 35 years old, formerly traveling salesman for the James, all at home two brothers, and two years ago their mother died.

Wedding Band Grocery Company, died at the residence of his mother, Mrs. Esther Rodgers at 345 North Pittsburg street. Tuesday Mr. Rodgers had been in poor health for some time, having been unable to follow his occupation for the past two years. He was born at Gastonville April 12, 1887. The family moved to Latrobe shortly thereafter and resided there until moving to Connellsville in 1911. Mr. Rodgers received the greater part of his education at St. Vincent College at Latrobe. He was employed as traveling salesman for the grocery company for a number of years until his health forced him to give up his activities. Besides his mother he is survived by one son, Cornelius, P. Jr., and the following brothers and sisters: John A. Greensburg, Mrs. Walter J. Devilin Pittsburg, Mrs. E. Koeber Connellsville and Elizabeth, Sara, James H. and Paul R. all at home.

MICHAEL P. KANE

SCOTTDALE Jan. 30.—The funeral service for Michael P. Kane will be held at his late home in South Broadaway, Wednesday at 2:30 o'clock. Burial will be in Scottdale Cemetery.

Mr. Kane whose death occurred

Monday, has served two terms in the State Legislature as representative from Fayette county. He was elected in 1890 and re-elected in 1892. In the earlier years he was known as a labor leader. He spent much of his life about the mines in Morgan Valley where in 1886 he was prominently identified with the organization of miners' union. He was a delegate to what was said to have been the first labor convention in the state. He also was sent as delegate to the general assembly of the Knights of Labor at Minneapolis in 1887. He was chairman of the miners' scale committee for a number of years.

While an Ohioan by birth, Mr. Kane spent most of his life in Morgan Valley. He was born at Cadiz October 27, 1864. Like many boys of his day he quit school at an early age and entered the mines. He was 14 when he got his first job in the mines beside his wife, Mrs. Amanda Lane. Kane is survived by the following children: Thomas A. Kane, Denver; John and Frank Kane, Uniontown; Misses Clara, Nellie and Carolyn Kane Scottdale. The surviving brothers and sisters are Thomas R. and Mrs. Mary Kane of Connellsville and Martin Kane of Monaca.

HARRY HARTZELL

A telegram announcing the death of Harry Hartzell of Fort Worth, Tex., was received here Sunday morning. He died Saturday night. The young man was related to the Percy families in this city. He resided at Fort Worth with his mother having moved to Texas following the death of his father in Cumberland a few years ago. It is believed the body will be returned to Cumberland for interment.

THOMAS DELPHRY

Thomas Delphry, husband of Mary Bush Delphry and known in Connellsville, died Saturday at the family home in Pittsburg.

MRS. MARY M. ROBINSON

Mrs. Mary M. Robinson, 75 years old, died Sunday afternoon at her home at Hutchinson. She was born and reared in South Union township and spent the greater part of her life there.

MRS. EMILY HIXENBAUGH

Mrs. Emily Hixenbaugh, 81 years old and five months old, widow of Goucher Hixenbaugh, died Monday at the home of her granddaughter, Mrs. Clara Baker, of Perryopolis. She had been ill for some time. Mrs. Hixenbaugh had resided at Perryopolis all her life and was well-known in that community. Her husband died 28 years ago. She is survived by six sons, Roy, William of Dallas, Tex., Charles of Perryopolis, one daughter, Mrs. Anna Hasson of New Castle, three brothers, Joseph Christ of Jefferson township, John Christ of Connellsville and George Christ of Pittsburgh, and one sister, Mrs. Lydia Hale of Perryopolis.

MISS ANABEL SEAY

Miss Annabel Seay, 19 years old, colored, of Outcrop, died Friday morning in the Uniontown Hospital. She is survived by her parents, Thomas and Callie Seay of Outcrop, one brother, Elmer, of York Run and three sisters, Roxie C. Emma and Miranda Seay, all of Outcrop.

MRS. MARY L. COCHRAN

Mrs. Mary L. Cochran, widow of Clark G. Cochran of Dawson died Friday night at the home of her son-in-law and daughter, Mr. and Mrs. George Kurtz of Pleasant Valley, near Jeanette following a brief illness of pneumonia. Mrs. Cochran was born at Outcrop, died January 23, 1865, a son of the late James K. and Anna J. Bell. Percy He came to Connellsville with his parents when but a small child and had spent the greater part of his life here. He conducted a confectionery store here, later disposing of his business to go to Pittsburg where he conducted a similar store and was also a traveling salesman for a number of years.

He was married in Pittsburg to Miss Clara F. Dawson, 28 years old, and came to Connellsville with his bride, continuing to reside here. He had lived retarded for 15 years on account of ill health. Besides his wife he is survived by one daughter, Mrs. Ben R. Youkines two sons, Joseph G. and James Boyd Percy both at home three brothers, Jesse G. Percy of Connellsville and five grandchildren.

Mrs. Percy had a wife acquaintance in Connellsville and vicinity.

MARK JAMES

Mark James, 42 years old, for many years a motorman for the Somersby Company at Dunbar, died Saturday afternoon at the family home at Dunbar following a lingering illness.

He was born at Latrobe, a son of Mr. and Mrs. John James and moved to Dunbar 20 years ago. Besides his wife he is survived by four children, Catherine William Frank and George James, all at home two brothers, and two years ago their mother died.

CHARLES D. REED

Charles D. Reed, 76 years old, veteran of the Civil War died Jan. 23 at his home at Port Royal. He was a member of the Methodist Episcopal Church and the Jr. O. U. A. M. both of Uniontown and the G. A. R. of West

Coal Freight Rates

EFFECTIVE JULY 1, 1925

TO EASTERN POINTS ORIGINATING DISTRICT

Rate per Gross Ton of 2,240 lbs Connellsville

Pittsburgh Fairmont G.burg Latrobe

(9) (10) (11) (12)

Baltimore Md (Track Dist.) 2.24 2.25 2.91 2.24

Chester Pa (P. & R.) 2.24 2.25 2.94 2.24

Harrisburg Pa (P. & R. P. & R.) 2.24 2.25 2.94 2.24

Johnstown Pa (P. & R. P. & R.) 2.24 2.25 2.94 2.24

Lebanon Pa (P. & R. P. & R.) 2.24 2.25 2.94 2.24

New York N.Y (37th St.) 2.24 2.25 2.94 2.24

New York N.Y (Bklyn) 2.24 2.25 2.94 2.24

Philadelphia Local 2.24 2.25 2.94 2.24

Sherman Point 2.24 2.25 2.94 2.24

Steeltown, Pa 2.24 2.25 2.94 2.24

South Bethlehem Pa. 2.24 2.25 2.94 2.24

Syracuse N.Y 2.24 2.25 2.94 2.24

TO ATLANTIC PORTS via P. & R.

Greenwich Export 2.24 2.25 2.94 2.24

South Amboy, N.J. 2.24 2.25 2.94 2.24

Harsimus Cove 2.24 2.25 2.94 2.24

Greenville 2.24 2.25 2.94 2.24

Canton, Ohio, local 2.24 2.25 2.94 2.24

Colonial Boro, export 2.24 2.25 2.94 2.24

Curtis Bay Local 2.24 2.25 2.94 2.24

Curtis Bay for Export 2.24 2.25 2.94 2.24

TO ATLANTIC PORTS via B. & O.

St. George Coal Pier 2.24 2.25 2.94 2.24

St. George for Export 2.24 2.25 2.94 2.24

Philadelphia Local 2.24 2.25 2.94 2.24

Baltimore, Md. Export 2.24 2.25 2.94 2.24

To CANADIAN BASEING POINTS

Pittsburgh Upper Cyville Lower Cyville

(1) (2) (3)

Canfield 2.24 2.25 2.94 2.24

Clarendon 2.24 2.25 2.94 2.24

Columbus 2.24 2.25 2.94 2.24

Detroit, Mich. 2.24 2.25 2.94 2.24

Indiana Harbor, Ind. 2.24 2.25 2.94 2.24

Toledo 2.24 2.25 2.94 2.24

Lake Ports 2.24 2.25 2.94 2.24

To CANADIAN BASEING POINTS

Buffalo, N.Y. 2.24 2.25 2.94 2.24

Port Maitland Ont. 2.24 2.25 2.94 2.24

These rates apply in a general way to shipments from the territory indicated. They are not to be construed as the specific rate quoted and in each case the shipper or consignee should determine the exact location of the mine from which the business will move to refer to the tariff naming the rate in question.

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Russellsburg south to the Monongahela River. The Pittsburgh, W. & L. & W. & C. railroads and the Charleroi railroad extending to Dawson on the Baltimore & Ohio railroad, except Hazelwood and all Monongahela River points south of Point Marion, Pa.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Russellsburg, except Hazelwood and all Monongahela River points south of Point Marion, Pa.

The Monaca District includes points on the South Fork of the Allegheny river, south of Monaca, Pa.

The Elizabethtown District includes points on the South Branch of the Susquehanna River, south of Elizabethtown, Pa.

The Altoona District includes points on the South Branch of the Allegheny River, south of Altoona, Pa.

The Johnstown District includes points on the South Branch of the Allegheny River, south of Johnstown, Pa.

The Uniontown District includes points on the South Branch of the Allegheny River, south of Uniontown, Pa.

The Westmoreland District includes points on the South Branch of the Allegheny River, south of Westmoreland, Pa.

The Beaver District includes points on the South Branch of the Allegheny River, south of Beaver, Pa.